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MEMORANDUM

To: **Transportation Committee**

Date: **February 27, 2009**

From: **CMAP Staff**

Re **Biannual TIP/RTP Conformity Analysis and TIP Amendment**

In accordance with the biannual conformity analysis policy, CMAP staff asked programmers to submit changes to non-exempt and exempt tested projects within the TIP. Programmers submitted eighty-four revisions to seventy-five projects.

The Transportation Committee released the amendment for public comment at its January 16, 2009 meeting. The comment period closed February 20; no comments were received. The amendment was also considered at a Tier II consultation meeting on January 30, 2009.

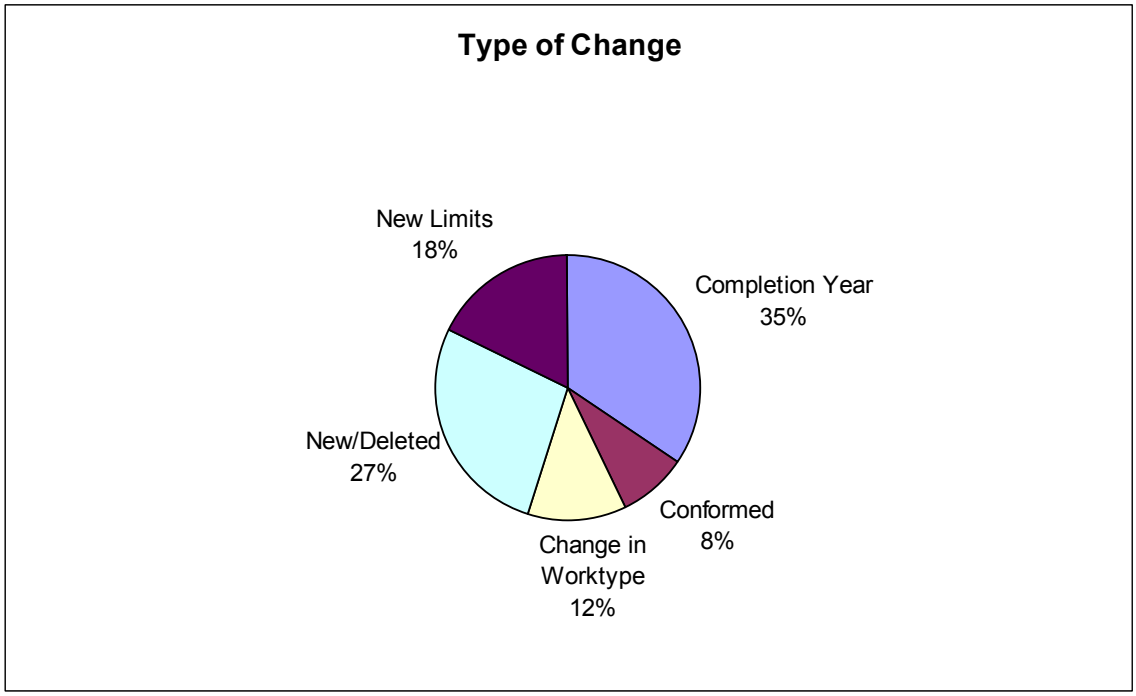
Specific project information is attached.

Ten of the requested revisions included adding, changing, or removing worktypes. Work types describe the work being completed in a project and determine if a project is exempt, exempt tested or non-exempt. An exempt work type does not require an air quality conformity analysis. Examples of exempt projects include road resurfacings and bus rehabilitation. Exempt tested worktypes do not require a conformity analysis, but the region has chosen to include their impacts in the travel demand model. Exempt tested projects include widening lanes to standard and continuous left turn lanes. Non-exempt projects may have an effect on air quality and must be tested for conformity. Non-exempt projects include adding lanes to a road or extending a rail line.

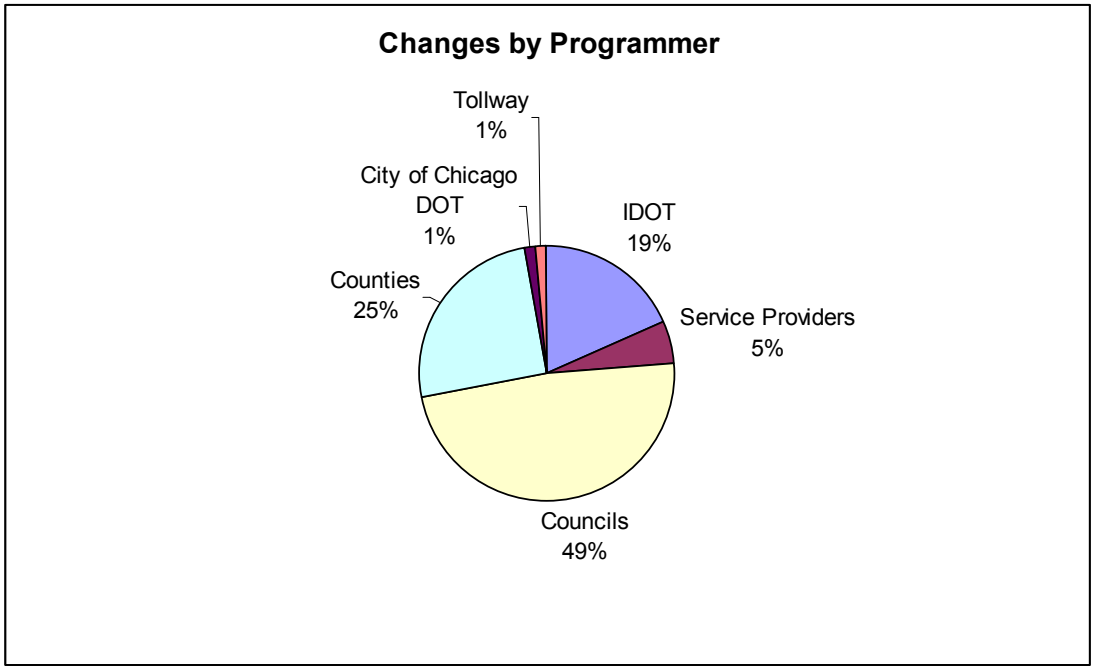
Seven of the requested revisions were to change the conformity status from not conformed to conformed. Federally funded phase 1 engineering can proceed on a non-exempt project not conformed project, but federal authorization for further phases generally requires conformity.

There were fifteen limit changes. Limits are the cross-streets, mileposts or other boundaries that define the extent of a project. There were six new projects and seventeen deleted projects.

Twenty nine projects had new completion years that triggered inclusion in the conformity analysis. Completion years indicate when a project is anticipated to be in service to users. The conformity analysis looks at selected years of the long range regional transportation plan (currently 2010, 2020 and 2030). When a completion year change crosses one of these years, the project must be included in the conformity analysis.



All programmers responded to the request for project changes for the biannual TIP amendment. There were eighty four changes requested involving seventy five projects. The specific changes are listed in the attached report.



The 2010, 2020 and 2030 highway and transit networks were coded to include the changes listed above and CMAP's regional travel demand model was run using the updated networks. The resultant VMT by speed and facility type for eight vehicle classes (including urban bus) was expanded to twenty-eight MOBILE vehicle types for multiplication by regional emission rates developed using the USEPA's MOBILE model. The highway emission estimates are the sum of those calculations for each precursor or direct pollutant in each scenario year. Reductions from the National Energy Policy Act Credit and Clean Fuel Fleet Program have not been claimed.

For ozone, analysis horizon years 2010, 2020 and 2030 were evaluated using the current CMAP conformity model and the approved regional MOBILE6.2.03 emission rates. The results fell below SIP emission budgets for the attainment year and were very similar to emission estimates from the conformity analysis documentation for the 2030 RTP Update and FY 07-12 TIP approved in October, 2006.

PM2.5 emissions were calculated based on the project changes listed previously. PM2.5 and NOx emissions remain below the baseline year numbers.

CMAP recommends that a determination that the region's transportation plan and program satisfy all applicable criteria and procedures in the conformity regulations and comply with all applicable implementation plan conformity requirements be made.

Northeastern Illinois Transportation Improvement Program Amendment
Conformity Analysis Summary Results

$PM_{2.5}$

		Fine Particulate Matter				Nitrogen Oxides			
Year	Annual VMT	Global rate (gm/mi)	Tons	Northwest Indiana	Nonattain-ment area Total	Global rate (gm/mi)	Tons	Northwest Indiana	Nonattain-ment area Total
2002	58,696,684,998	0.0475	3,070.78	562.64	3,633.42	2.5908	167,630.81	30,397.97	198,028.78
2010	64,363,761,756	0.0243	1,725.12	158.90	1,884.02	1.1865	84,179.39	8,442.66	92,622.05
2020	69,036,939,907	0.0139	1,055.71	114.32	1,170.03	0.3602	27,408.66	3,004.68	30,413.34
2030	73,969,464,105	0.0127	1,032.59	116.46	1,149.05	0.2359	19,232.62	2,065.23	21,297.85

Ozone

		VOC			NOx		
Year	Summer Day VMT	Global rate (gm/mi)	Tons	SIP	Global rate (gm/mi)	Tons	SIP
2007	176,951,339	0.6238862	121.69	127.42	1.4346931	279.84	280.40
2010	183,111,774	0.4657022	94.00	127.42	1.0999797	222.02	280.40
2020	195,899,105	0.2402111	51.87	127.42	0.3324874	71.80	280.40
2030	210,433,212	0.2295195	53.24	127.42	0.2131740	49.45	280.40

Notes

Off-model benefits are not included in the total emissions estimates
NIRPC values from analysis of December, 2008
2007 ozone values from conformity analysis approved in October, 2006

Conformity Analysis Summary.xls February 4, 2009 2/5/2009 10:11 AM